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91ST CONGRESS
1ST SESSION

H. R. 262

IN THE HOUSE OF REPRESENTATIVES

JANUARY 3, 1969

Mr. McMILLAN (by request) introduced the following bill; which was referred to the Committee on the District of Columbia

A BILL

To encourage and assist private industry to provide needed new parking facilities, employment opportunities, and housing units, and a strengthened and expanded tax base in the District of Columbia, and for other purposes, pursuant to skyline studies for the National Capital Planning Commission in 1964, and parking studies for the Bureau of the Budget to provide needed parking facilities in the District of Columbia.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That paragraph 2 of section 5 of the Act entitled "An Act
4 to regulate the height of buildings in the District of Colum-
5 bia", approved June 1, 1910, as amended (36 Stat. 452;
6 sec. 5-405, D.C. Code), is amended by striking the period
7 at the end thereof and adding the following provisions: "and,

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1 except in districts presently zoned R-5-B, R-5-C, R-5-D,
2 Special Purpose, C-2, C-2-B, C-3, C-3-A, C-3-B, C-4,
3 C-M-1, C-M-2, and C-M-3 where, in order to encourage
4 and assist private industry to provide needed new parking
5 facilities, employment opportunities, new housing, units, and
6 a strengthened and expanded tax base to meet the crisis of
7 inner city areas, an extreme height of two hundred and
8 thirty feet and a floor area ratio of twenty will be permitted.
9 The historic areas of Georgetown and Capitol Hill shall be
10 preserved and are hereby specifically excluded from these
11 new provisions."

12 SEC. 2. The first section of the Act establishing the
13 District of Columbia Redevelopment Land Agency (60 Stat.
14 793; sec. 5-703, D.C. Code) is amended by striking the
15 period at the end thereof and adding the following provisions:

16 "(c) The Executive Director is authorized to commence
17 immediately to contract for the construction, alteration, main-
18 tenance and operation in connection with local, qualified, free
19 enterprise parking operators to provide parking facilities for
20 the Federal Government, its officers and employees, and for
21 members of the public transacting business with and visiting
22 with the Government, pursuant to the 1962 study by the
23 Bureau of the Budget and the General Services Administra-
24 tion, on, above, or below presently owned Federal proper-

1 ties in the District of Columbia as he determines necessary
2 to provide such needed parking facilities.

3 “(d) The Executive Director is authorized to fix fees
4 for the use of parking facilities provided pursuant to sub-
5 section (c) of this section. The fees fixed for officers and
6 employees of the Federal Government shall be such as to
7 amortize the full costs of construction of such parking facili-
8 ties. All proceeds from leases, fees, and other charges col-
9 lected by the Executive Director under this Act shall be
10 deposited in the Treasury as miscellaneous receipts.

11 “(e) The Executive Director is authorized to make such
12 rules and regulations as may be necessary to carry out this
13 Act, which shall include, but not be limited to, hours of oper-
14 ation, general administration, management, allocation of
15 parking spaces, and criteria for assignment of parking spaces.

16 “(f) The Executive Director is authorized to lease
17 parking facilities to carry out the purposes of subsection (c)
18 and to contract with local, experienced, parking operators
19 for the operation of any parking facility. Each such lease and
20 each such contract shall—

21 “(1) state the amount of the parking fees to be
22 charged users of each facility,

23 “(2) authorize official Government-owned vehicles

1 being used for Government business to park without
2 charge,

3 “(3) authorize the lessee or contractor during spe-
4 cific nonworking hours to permit the public to use the
5 parking facility for reasonable fees and to retain, in
6 whole or in part, the proceeds from such fees,

7 “(4) require the lessee or contractor to have in force
8 at all times during the period of the lease or contract
9 public liability insurance saving the Government harm-
10 less from all damages arising out of the operation of the
11 parking facility, and

12 “(5) contain such other provisions as may be neces-
13 sary to protect the interests of the United States; and,
14 in order to protect the legitimate interests of District
15 citizens, additional property, real or personal, including
16 any rights or interests therein, other than property
17 presently owned by the Federal Government in the
18 District of Columbia, shall not be acquired by purchase,
19 lease, gift, exchange, condemnation, or otherwise, to
20 provide such Federal parking facilities as are authorized
21 by subsection (c) of this section.”

22 SEC. 3. This Act shall be cited as “The District of
23 Columbia Parking and Zoning Act of 1969”.

Approved For Release 2002/01/10 : CIA-RDP71B00364R000500110004-7

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By Mr. McMILLAN

JANUARY 8, 1969

Referred to the Committee on the District of Columbia

Approved For Release 2002/01/10 : CIA-RDP71B00364R000500110004-7

31 DEC 1969

Mr. Nicholas J. Oganovic
Executive Director
U. S. Civil Service Commission
Washington, D. C. 20415

Dear Nick:

This is in response to your 1 December 1969 memorandum concerning legislative recommendations for 1970.

A matter that is of importance to many Government agencies in the Metropolitan area is employee parking. I don't need to tell you that one of the more serious problems experienced by Government employees is the lack of sufficient parking at reasonable cost. Unless action is taken, a situation that is already acute will get even worse as further congestion grows in our urban centers.

We understand that bills have been submitted to Congress in the past that deal with different facets of the parking problem. We are not aware of the exact provisions of the bills but believe any bill of this type should contain provisions for leasing of parking spaces used by employees in privately-owned buildings, permit leasing of private parking facilities in the areas generally adjacent to Government used buildings and authorize the Government to construct long-term capital improvement for parking when appropriate.

We believe the concern about parking is widespread among Federal employees and warrants the Commission's strong backing of legislation which would authorize the General Services Administration to lease or build parking facilities as mentioned above. We especially urge that such authority include the Maryland and Virginia suburban areas of Metropolitan Washington as well as the District of Columbia.

If I can be of any further assistance, please get in touch with me.

Sincerely,

/s/ Robert S. Wattles

Robert S. Wattles
Director of Personnel

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